

CHINA



MAIL.

Established February, 1848.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, SATURDAY, OCTOBER 26, 1878.

日一初月十年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTOR, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 180 & 182, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTOR, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BANK & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HENRIKSEN & CO., Manila.

CHINA:—Macao, Messrs A. A. DE MELO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDEN & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$1,200,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSON, Esq. Deputy Chairman—W. H. FORBES, Esq. E. R. BELLING, Esq. ADAM LIND, Esq. H. L. DALRYMPLE, Esq. WILHELM REINHOLD, Esq. H. HOPKINS, Esq. W. S. YOUNG, Esq. Hon. W. KENNEDY.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Shanghai, EWEN CAMERON, Esq. LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance. For Fixed Deposits:—For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES of Interest allowed on Deposits:—At 3 months' notice 2 1/2 per Annum. " 6 " 3 " " " 12 " 4 " " "

D. A. J. OROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, July 1, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, \$2800,000. RESERVE FUND, \$1500,000. Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES of INTEREST ALLOWED ON DEPOSITS. On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance. On FIXED DEPOSITS:—For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II. A to M, with Introduction. Royal 8vo., pp. 404. By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Five Dollars, or Two Dollars and a Half per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KEMP & WALKER, Shanghai. Hongkong, March 1, 1878.

For Sale.

RECENTLY ARRIVED.

FOR SALE.

TEYSSONNEAU'S FINE FRENCH STRAWBERRIES.

French JAMS and JELLIES.

MACASSAR RED FISH.

Very Fine "O. K." BOURBON WHISKY.

FINEST CHERBOURG BUTTER, in BOTTLES of ONE POUND.

BUSCK & CO'S SELECTED DANISH BUTTER, Season 1878, in Tins of 1 lb., 2 lbs., and 4 lbs.

ENGLISH and AMERICAN HOUSEHOLD STORES.

EXTRA FINE CHICAGO BACON and HAMS.

MAKEREL and SALMON BELLIES, in Kits.

COD FISH, &c., &c.

HOT'S BEST RUSSIAN ROPE, and FINE LINES, Assorted Sizes.

FROST BROS' BEST ENGLISH WHITE LINES.

HENRY'S BEST GOVERNMENT NAVY CANVAS, Assorted Numbers.

INDIA RUBBER SHEET PACKING and INSERTION, all Sizes.

TUCK'S PATENT PACKING.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS HOSE and LEATHER BELTING.

AMERICAN ASH BOAT-OARS.

ADMIRALTY TESTED CHAIN CABLES, and RIGGING CHAIN.

ANCHORS, from 25 lbs. up to 18 cwt. Each.

PERFORATED ZINC SHEETS.

TINMAN'S and PLUMBER'S SOLDER.

LEAD PIPE, and SHEET LEAD.

FAIRBANK'S PLATFORM SCALES, from 400 lbs. to 2,500 lbs.

MASSEY'S PATENT LOGS.

FLOUR SIEVES.

INDIA RUBBER KNEE and HIP BOOTS, &c., &c., &c.

LAMMERT, ATKINSON & CO., Hongkong, August 21, 1878.

FOR SALE.

THE POWERFUL SCREW STEAMER "SEA GULL," 48 tons register, 40 H.P. nominal; Steam 8 knots. She was originally fitted as a Tug and Water Boat, and can be again adapted for the latter purpose at little expense. She has proved herself to be an excellent Sea Boat, and is well found, her Engine and Boiler being in first-class order.

ALSO,

The Schooner "COERAN," 134 tons register, built at Singapore in 1864, of Singapore Hardwood and Teak, with Iron Fastenings. She was thoroughly repaired and refitted in April last, and is now in first-class order.

For further Particulars, apply to MORRIS and RAY, Ship Brokers, where the Inventories may be seen. Hongkong, October 15, 1878. no15

FOR SALE.

ONE STEAM-LAUNCH, 70 feet Long, 12 feet Beam, 6 feet Depth of Hold, 5 feet Draft of Water. Compound High Pressure Engines, Speed 8 miles per Hour.

ONE STEAM-LAUNCH, 65 feet Long, 11 feet Beam, 5 feet Depth of Hold, 5 feet Draft of Water. High Pressure Double Cylinder Engines, Speed 8 miles per Hour.

ONE STEAM-LAUNCH, 60 feet Long, 9 feet 6 inches Beam, 5 feet 6 inches Depth of Hold, 4 feet 9 inches Draft of Water. High Pressure Single Cylinder Engines, Speed 8 miles per Hour.

For further Particulars, apply at WEST POINT FOUNDRY, late P. & O. FACTORY. Hongkong, September 28, 1878.

FOR SALE.

AN OPEN SAILING BOAT, with Masts and Sails Complete, and also can be used for Pulling Six Oars. Built Expressly for REGATTA.

For Particulars, apply to T. ANTHONY & Co. Hongkong, October 18, 1878.

WASHING BOOKS.

(In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each. CHINA MAIL OFFICE.

For Sale.

EX LATE ARRIVALS.

LETTS'S DIARIES for 1879. BASS'S DRAUGHT ALB, in Splendid Condition. PARTAGA'S HAVANA CIGARS. LADIES' GARDENING TOOLS. ELECTRO-PLATED READING LAMPS. MARK TWAIN'S SCRAP BOOK. Novelties in Meerschaum PIPES & CIGAR TUBES. POCKET KNIVES. THE NEW CHAMPAGNE TAP. SWIMMING BELTS and AIR CUSHIONS.

CHABLIS, in Suit or Trouser Lengths. TWEEDS, in Suit or Trouser Lengths. FRIEZES, for Usters. WINTER SOCKS & UNDERSHIRTS, Newest Patterns. CHAMBERS'S ENCYCLOPEDIA, Latest Edition. KENNEL'S DENDEE MARMALADE. KEITH JOHNSTON'S LATEST ATLAS. DICTIONARIES & WORKS OF REFERENCE. TODDY KETTLES. SPECIAL BLEND SCOTCH WHISKY.

SADDLERY. SCARVES and TIES, Newest Patterns. GRAMMARS and SCHOOL BOOKS. NEW SEASON'S APPLES. THE NEWEST NOVELS. RED HEART RUM. SHOOTING-BOOTS. SPORTING GEAR, of all Descriptions.

LANE, CRAWFORD & Co.

Hongkong, October 18, 1878.

Intimations.

HONGKONG RACES, 1878.

THIS MEETING will take place on THURSDAY, FRIDAY and SATURDAY, the 20th, 21st and 22nd February, 1879. GENTLEMEN having suggestions to offer or Presentations to make are invited to communicate with the CLERK of the COURSE on or before the 19th Instant.

By Order, M. W. SAUNDERS, Lieut., R.A., Clerk of the Course. Hongkong, October 11, 1878.

HONGKONG RACES, 1879.

THE HONGKONG DERBY, a SWEEPSTAKES of \$20 Each, half forfeit if Declared on or before the Date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies born vide Griffiths at Date of Entry (25th January, 1879). First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight 10st 7lb. One-mile-and-a-half. NOMINATIONS CLOSE on SATURDAY, 21st December, 1878. Addressed to the CLERK of the COURSE, at the Hongkong Club.

By Order, M. W. SAUNDERS, Lieut., R.A., Clerk of the Course. Hongkong, October 14, 1878.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE, Secretary. Hongkong, August 1, 1878. no1

DENTAL NOTICE.

DR. ROGERS begs to say that he intends VISITING AMOY and Foochow, leaving Hongkong September 15th, and returning November 1st. Hongkong, August 21, 1878.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL. Hongkong, September 28, 1878.

MURRAY & LANMAN'S FLORIDA WATER.

CAUTION.

HAVING Learned that Large Quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against purchasing any that does not bear the name "MURRAY & LANMAN" on the label. Each Bottle of the Genuine is wrapped with a pamphlet printed on paper which has the words "LANMAN & KEMP, NEW YORK" in Water Mark. Messrs MELCHERS & Co. are our only Agents for Sale of the Genuine Florida Water at Hongkong. LANMAN & KEMP. New York, July 9, 1878. no20

Intimations.

G. FALCONER & Co., WATCH and CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 48, Queen's Road Central. Hongkong, October 21, 1878. no20

MOORE & Co., "VARIETY STORE," NEWS AGENTS and TOBACCONISTS. No. 42, Queen's Road Central. Hongkong, September 10, 1878.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Cheap Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors. Hongkong, August 28, 1878. no28

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of TWENTY PER CENT. (20 %) of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers. Hongkong, August 1, 1878. no1

AFONG, PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, B. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE Spacious Premises being built especially for the production of Portraiture and fitted up so as to command the best light throughout all the Hours of the Day is Open from 8 o'clock a.m. until 5 o'clock p.m., under the personal Management of D. K. Griffiths, who has introduced all the latest novelties.

ENLARGEMENTS AND REDUCTIONS. In a Superior Style at Moderate Charges. STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel. Hongkong, September 19, 1878.

STRAITS ASIATIC SOCIETY.

THE First Number of the Journal of this Branch of the ROYAL ASIATIC SOCIETY is Now Ready for Delivery. Copies can be obtained from the HONORARY SECRETARY, Singapore, or from the Editor "CHINA MAIL."

Price: Extra Copies to Members, 51 Each. Copies to Non-Members, 52 Each. no29

Entertainment.

THEATRE ROYAL, CITY HALL, HONGKONG.

THIS EVENING, (SATURDAY), October 26th, 1878.

THE ROYAL ENGLISH OPERA AND OPERA BOUFFE COMPANY Will Repeat (by Special Request) FLOTOW'S CHARMING COMIC OPERA "MARTHA;" OR

Richmond Fair in the Days of Queen Anne."

MISS ELICIA-MAY AS MARTHA.

CAST OF CHARACTERS: MARTHA, Miss ELICIA MAY. Nancy, Miss OLARA STANLEY. Lyonel, Mr H. VERNON. Pinkett, Mr PHILLIPS. Lord Mayor, Mr FREEMONT. Sir Tristan, Mr J. ROLLINGS.

Tickets to be had and Seats secured at Messrs KRAUSE & Co.'s, where a Plan of the Theatre may be seen.

PRICES OF ADMISSION: Dress Circle or Orchestra Stalls, Two DOLLARS. Pit, ONE DOLLAR.

Ladies unaccompanied by Gentlemen cannot be admitted. Hongkong, October 26, 1878. oc27

Auctions.

FURNITURE SALE. LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Residence of the late Mr JOHN JACK, No. 1, Lower Mosque Terrace, on

MONDAY, the 28th Oct., 1878, at 2 o'clock p.m.,—The whole of the HOUSEHOLD FURNITURE, comprising: Damask-covered Chairs and Couches, Pictures, Mirrors, Gasaliers, Side Tables, Carved Side Board, Dining Table, Chairs, Electro-plated Ware, Glass and Crockery Ware, &c., &c.

Wardrobes, Toilet Mirrors, Toilet Tables, Chests of Drawers, Carpets, Washstand and Service, Handsomely Carved Bombay Blackwood Bedstead, Horse-hair Mattresses and Pillows, &c., &c.

Also, A Four-Wheeled CARRIAGE, Sedan Chairs, Flower Pots, Plants, &c. Catalogues will be issued, and the Furniture will be on view from Saturday, the 26th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

Hongkong, October 22, 1878. oc28

Shipping.

FOR SWATOW, AMOY & TAMSUI. The Steamship "HAILONG," Captain GOODE, will be despatched for the above Ports on SUNDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, October 24, 1878. oc27

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE. Taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Chartered Steamship "CHARLTON," Captain JOHNSON, will be despatched as above on MONDAY, the 4th November, at Noon.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents. Hongkong, October 25, 1878. 524

Shipping.

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE. (Calling off the usual Coast Ports, and taking through Cargo and Passengers to New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "ERISMAN," Captain REDDELL, will be despatched as above on TUESDAY, the 5th November.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, October 22, 1878. no5

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES. L'AUQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Commandant DIDIER, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY, Agent. Hongkong, October 24, 1878.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES. L'AUQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANIS," Commandant DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

H. DU POUEY, Agent. Hongkong, October 24, 1878.

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE. (Calling off the usual Coast Ports, and taking through Cargo and Passengers to New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "ERISMAN," Captain REDDELL, will be despatched as above on TUESDAY, the 5th November.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, October 22, 1878. no5

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES. L'AUQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Commandant DIDIER, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY, Agent. Hongkong, October 24, 1878.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES. L'AUQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANIS," Commandant DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

H. DU POUEY, Agent. Hongkong, October 24, 1878.

Sailing Vessels.

FOR LONDON. The 3/4 L 1 German Bark "PANOR," A. JANSEN, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, September 21, 1878.

FOR NEW YORK. The 4 1/2 British Bark "LIZZIE PERRY," Captain PRINCE, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, September 17, 1878.

FOR NEW YORK. The 4 1/2 British Barque "CHALLENGE," DOUGARTY, Master, will have quick despatch.

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. DAVID ROBERT FENTON CRAWFORD in our Shanghai Firm, CEASED on 31st March last.

LANE, ORAWFORD & Co.
Shanghai, October 10, 1878. no14

NORTH CHINA INSURANCE COMPANY.

FROM This Date, and during the absence of the Underigned, Mr. REGINALD DIGBY STARKY is authorized to Act as AGENT for the Company in Hongkong.

J. KENNARD DAVIS,
Agent.

Hongkong, October 15, 1878. no15

NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 13, 1878. del3

NOTICE.

THE Underigned having This Day PURCHASED the STOCK-IN-TRADE, Book Debts, and Goodwill of the CHINA DISPENSARY hitherto Carried on by Mr. W. BALL, will conduct and carry on the said Business (in connection with the VICTORIA DISPENSARY) on his own account from This Date.

WM. ORUOKSHANK.
Hongkong, August 31, 1878.

NOTICE.

MR NG MEI KUM otherwise called Partner in our Firm from the 2nd February, 1878.

TACK MEE, HOP KEE HONG,
No. 9 & 11, Bonham Strand West.
Hongkong, September 30, 1878.

NOTICE.

THE INTEREST AND RESPONSIBILITY of the late Mr NG SIN FOO otherwise called NG HOK SEE in our Firm CEASED from the 2nd February, 1878.

TACK MEE, HOP KEE HONG,
No. 9 & 11, Bonham Strand West.
Hongkong, September 30, 1878. del30

NOTICE.

THE Interest and Responsibility of the Underigned in the Chinese Mail, 華字日報 (Wah Tsee Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN,
Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. Leong Yee On, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM,
Lessee of the Hongkong Chinese Mail,
Hongkong, April 6, 1878.

To Let.

HOUSE No. 4, SKYMOUR TERRACE, DAVID SASSOON, SONS & Co.
Hongkong, October 26, 1878.

TO LET.

THREE OFFICES, in Club Chambers, Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, October 23, 1878.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:—
FIRST FLOOR and BASEMENT of No. 2, Praya East, either separately, or together, as required, with immediate possession.

HOUSE No. 8, Praya East. The whole House or in Flats, with immediate possession.

At also,

SIX SPACIOUS ROOMS, with Corridors and Out-houses in the DWELLING HOUSE, to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine spacious Verandah looking on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.
For further particulars, apply to
MEYER & Co.
Hongkong, August 16, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.
Apply to
TURNER & Co.
Hongkong, August 1, 1878.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 31st October, 1878, at Noon, the Company's S. S. YANGTSE, Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th October, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUY,
Agent.

Hongkong, October 18, 1878. oc31

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "OCEANIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st November, at Noon, taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st October. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, October 17, 1878. no1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th November, at 3 o'clock p.m., taking Passengers, and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY AND NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m. of 14th November. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 6, Praya Central.

RUSSELL & Co., Agents.

Hongkong, October 23, 1878. no15

Insurance.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$40,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

ROBERTSON & Co.,
Agents.

Hongkong, January 1, 1874.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

Insurance.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE)
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

THE Underigned are prepared to accept RISKS at GREATLY REDUCED RATES, and upon Terms very favourable to the Assured.

OLYPHANT & Co.,
Agents.

Hongkong, October 17, 1878.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

NOTICE.

THE Underigned having been appointed AGENTS in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.,
Hongkong, August 18, 1878.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1866.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL \$2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1878.

Intimations.

CAUTION TO THE PUBLIC!

DR. BRIGHT'S PHOSPHODYNE.

WHEREAS it having become known to the Proprietors of Dr. Bright's Phosphodyne that a worthless imitation, bearing a similar name, is exported to India, China, &c., and endeavoured to be foisted on purchasers as equal in efficacy to Dr. Bright's Phosphodyne, they feel it due to the public to specially caution them against this compound and request their most careful attention to the following distinctive characteristics of Dr. Bright's (the only genuine) Phosphodyne.

1st.—That Dr. Bright's Phosphodyne is sold only in cases.

2nd.—The words "Dr. Bright's Phosphodyne" are clearly blown in each bottle.

3rd.—The Registered Trade Mark and Signature of Patentes are printed on the label of every case.

4th.—Directions for use in all the following languages are enclosed in each case:—English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Madrasse, Bengalee, Chinese, and Japanese.

Without which none can POSSIBLY be Genuine.

DR. BRIGHT'S PHOSPHODYNE is the Only Reliable Remedy for NERVOUS and LIVER COMPLAINTS, and ALL FUNCTIONAL DERANGEMENTS.

DR. BRIGHT'S PHOSPHODYNE is patronised by the Aristocracy and the Elite, extensively used in the Army and Navy, and strongly recommended by the leading Medical Practitioners.

DR. BRIGHT'S PHOSPHODYNE is sold by all Chemists and Patent Medicine Vendors throughout the Globe.

In India, China, &c., DR. BRIGHT'S PHOSPHODYNE is generally sold at an advance on the English Price.

The high Estimation in which Phosphodyne is held is unquestionably due to its administration, in this form. Therefore

ASK FOR DR. BRIGHT'S PHOSPHODYNE

And do not be persuaded to take any Useless and Possibly Dangerous Imitation.

CAUTION TO MEDICINE VENDORS.

The Trade Mark, Label, &c., of DR. BRIGHT'S PHOSPHODYNE are duly entered at Stationers' Hall, London, and are also registered in the Chief Cities of the World.

Chemists and Druggists are hereby warned that legal proceedings will be immediately instituted by the Authorised Agents, against any person or persons selling Fraudulent Imitations of DR. BRIGHT'S (the only genuine) PHOSPHODYNE, from this date; 1st October, 1878.

Volume Seventh of the "CHINA REVIEW."

Now Ready.

No. 1.—Vol. VII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

The Chinese in Borneo.
Jottings from the Book of Rites.
The Character 番 or 蕃.
On the Use of the Character Fan.
Brief Sketches from the Life of K'ung-ming.

The Critical Disquisitions of Wang Ch'ung.
Geographical Notes on the Province of Kiangsi.

The Ballads of the Shik-king.
Translations of Chinese School-books.
Pekin Warbeck in China.
Short Notices of New Books and Literary Intelligence.

Notes and Queries:—
Dutch Doctors in Borneo.
The Giraffe and the Kl-in.
On the Syllabic Spelling.
Locusts Operandi in Flogging.
Early Frost in Canton, in 1877-8.
A Chinese Coin.
Annamese Sovereigns.
Chinese Bank-notes.

Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, Sept. 10, 1878.

NOTICE TO MARINERS.

No. 91.

CHINA SEA.

WENCHOW DISTRICT—WENCHOW HARBOUR.

"Lion Rock" Beacon.

NOTICE is hereby given that a BEACON has been erected on a small Pinnacle Rock called "SHIH SHIH" (Lion Rock) submerged 8 feet at H. W. Springs, situated near the anchorage at Wenchow about 800 feet S. E. of the East end of the Island known as the Chiang-Hsin-Sai, which is in the middle of the River opposite the North Wall of the City.

The BEACON consists of a POLE, 15 inches in diameter, painted Black and White Alternate Bands, on which is fixed a BALL, 6 feet in diameter, painted Black with a Horizontal White Band round the Centre.

The top of the Pole is 24 feet above H. W. Springs. The Centre of the Ball is 15 feet above H. W. Springs.

By order of the Inspector General of Customs,
GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineers' Office,
Shanghai, September 20, 1878. oc30

SAILOR'S HOME.

ANY Cart-off of Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 26, 1878.

Intimations.

A NEW STOCK OF NEXT JOBBING TYPES HAVING BEEN RECEIVED FROM ENGLAND,

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES.

FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS, assorted colours.

MENU CARDS, In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS,

POWERS OF ATTORNEY, CHARTER PARTIES,

SHIPPING ORDERS, BILLS OF LADING,

PASSENGER LISTS, BILLS OF SALE,

LOG BOOKS, &c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

F. HUTCHINGS

begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

THE HONGKONG CHINESE MAIL.

NOTICE.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—
Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Ohul Heung Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kek Street.

Foochow.—Mr. Yu Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies, others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and taking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

MARITIME.

S. S. A. V. A.

NOTICE.

Intimations.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SIXTH RETURN of CAPITAL at the Rate of TWO TAELS per SHARE will be made to Shareholders of Record on the 11th October, Payable at the Office of the Liquidators, on MONDAY, the 21st October.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 11th to the 21st October, inclusive.

By Order,

RUSSELL & Co.,

Liquidators.

Shanghai, October 9, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

IMPERATRICE ELISABETTA, Austrian ship, Capt. Hreglich.—D. Musso & Co. Order.

INDIA, American ship, Capt. O. Patten.—Order.

RALPH M. HAYWARD, American 3-m. schooner, Capt. L. B. Doane.—Meyer & Co.

GLAMIS, British bark, Captain Key.—Russell & Co.

BREITEN, German barque, Capt. R. Hajo.—Molchers & Co.

LORD MACAULAY, British barque, Capt. R. B. Monkman.—Wm. Pustau & Co.

FONTENAY, British ship, Capt. Geo. B. Taylor.—Arnhold, Karberg & Co.

BERTHA MARION, British barque, Capt. G. B. Scarlett.—Gilmann & Co.

SEATHMORE, British steamer, Captain John Rowell.—Wm. Pustau & Co.

SPINAWAY, Brit. barque, Capt. Pringle.—Bismessen & Co.

COMMISSARY, British ship, Captain A. Morison.—Meyer & Co.

Not Responsible for Debts of Crew:—

HERAT, British ship, Captain Chas. Robertson.—Jardine, Matheson & Co.

To-day's Advertisements.



SEALED TENDERS will be Received by the Undersigned on or before SATURDAY, the 2nd Proximo, at 11 a.m. for the REPAIRS and RETILING OF ROOF of the ROYAL STORE of this Yard, according to Specification, which can be seen on Application at the Naval Store-keeper's Office.

J. BREMMER,

Naval Storekeeper.

ROYAL NAVAL YARD, Hongkong, October 26, 1878.

FOR LONDON VIA SUEZ CANAL.

The Steamship "GLENFALLOCH."

Capt. TAYLOR, expected here on the 11th Proximo, has Room for a limited quantity of Cargo, and will have immediate despatch.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, October 26, 1878.

FOR SAN FRANCISCO.

The 41 British Bark "GLAMIS."

Captain ROWELL, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, October 26, 1878.

FOR CALLAO.

The British Bark "LORD MACAULAY."

MONTMAN, Master, having a large portion of her Cargo engaged, will have quick despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.

Hongkong, October 26, 1878.

SHIPPI'G.

ARRIVALS.

Oct. 26, St. Isaac, French barque, 388, J. Durand, Newchwang Oct. 11, Beam.—CARLOWITZ & Co.

Oct. 26, Douglas, British steamer, 864, G. D. Pittman, Foochow Oct. 23, Amoy 24, and Swatow 26, General.—DOUGLAS LAFFRAN & Co.

Oct. 26, Quanta, German steamer, 878, Wang, Saigon Oct. 21, Rico.—SOREY SHING.

Oct. 26, Te Lee, German barque, 848, Hoffmann, Swatow Oct. 26, Ballast.—BISMESSEN & Co.

Oct. 26, Chinkiang, British steamer, 950, S. M. Orr, Shanghai Oct. 23, General.—BISMESSEN & Co.

DEPARTURES.

Oct. 26, Faugh Balough, for Quinlon, 23, Japan, for Hamburg.

CLEARED.

Dharidar, for Singapore.

Edwland, for Saigon.

Edwland, for Swatow, &c.

Olympic, for Swatow.

PASSENGERS.

ARRIVED.

Per Douglas, from Coast Forts, Me and Mrs. Trench, Miss Conway, Capt. Guyon and Harman, Messrs. Williams and Mal-tampo.

Per Chinkiang, from Shanghai, Mr. Yargues, and 59 Chinese.

Per Quanta, from Saigon, 169 Chinese.

PASSENGERS.

DEPARTED.

Per Ningpo, for Shanghai, Mr. Groblen, Capt. Roberts, and Mr. Hopplius.

SHIPPING REPORTS.

The British steamer Douglas reports: Left Foochow on Wednesday Oct. 23rd, Amoy 24th, and Swatow 26th. Had strong monsoon leaving Foochow, and fresh monsoon and cloudy during rest of passage. Passed str. Kwangtung and Hsiao going into River Min. In Foochow: H. M. S. Swinger, and str. Sarpodon. In Amoy: H. M. S. Hart, and str. Glenegat. In Swatow: str. Alorton, Asia, Atlanta, Casandra, Foochow, Norden, Wenchow, Yesso, and Yotlung.

The German barque Te Lee reports: Fresh N.E. monsoon and fine weather. The British steamer Chinkiang reports: Moderate N.E. winds and fine weather throughout.

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.

When Name. From.

left. Mar.

28, Oracle, Liverpool

30, Bristolian (s.), Antwerp

16, Invincible, Penarth

9, Napier, Cardiff

14, Emily Chaplin, Cardiff

26, Underwriter, Fortness Monroe

28, Melbrek, London

16, Annie Bow, Newcastle (s.w.w.)

18, Lorimer, Newcastle (s.w.w.)

18, Sydenham, London

21, Stant, Antwerp

27, Pilgrim, Cardiff

28, Abbey Cooper, Antwerp

30, Sumarille, Hamburg

31, Ocharmor, Cardiff

Aug.

1, Bury St. Edmunds, Penarth

7, Alfredo, Cardiff

9, Uraia, Penarth

10, Corca, London

11, Lota, Cardiff

16, Friedrich, Cardiff

Sept.

6, Flintshire (s.), London

12, Orestes (s.), Liverpool

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glenegat, Cythraene.

Glenroy, Argyl.

Barmose, Belling Vessels.

James Shephard.

At Liverpool.

Melchale (s.), Patroclus (s.)

Agamemnon (s.), Olinthus.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For BANGKOK.—

Per Rajanattamihar, at 3.30 p.m., on Monday, the 28th inst.

For SAIGON.—

Per Pernambuco, at 3.30 p.m., on Monday, the 28th inst., instead of as previously notified.

For STRAITS SETTLEMENTS.—

Per Strathmore, at 3.30 p.m., on Tuesday, the 29th inst., instead of as previously notified.

For PORT DARWIN, COOKTOWN, SYDNEY, and MELBOURNE.—

Per Charlton, at 11.30 a.m., on Monday, the 4th November.

Quotations.

HONGKONG, October 26, 1878.

OPIUM.—New Patna, cash...\$585

Old Patna, cash...665

New Benares, cash...645

Old Benares, cash...642

New Malwa, cash...780

Old Malwa, cash...786

Allowance Tael, & 16

Old Malwa, cash...786

Allowance Tael, —

Allowance Tael, —

Exchange.

Bank, on demand, ... 3/7

30 days' sight, ... 3/7

6 months' sight, ... 3/8

Credit, ... 3/8

Documentary, 6 months' sight, ... 3/8

Bombay, demand Rupees, ... 222

Calcutta, ... 222

Shanghai, demand, ... 72

89 days, ... 108 1/2 com.

Bar Silver, 17 days, ... 109

Sycee, ... 109

Mexican, ... 109

Gold Leaf, 99 1/2 fine, ... 27.70

English Sovereigns, ... 5.44

Australian Sovereigns, ... 5.44

Discount, ... 8 to 9 p. c.

Shares.

Hongkong Bank, 75 p. prem.

Union Ins. Society of Canton, \$1,700

China Traders' Ins. Co., \$1,550

Yangtze Ins. Assn., Tls. 725

Chinese Insurance Co., \$348

North China Ins. Co., Tls. 1,280

H. K. Fire Ins. Co., \$925

China Fire Ins. Co., \$280

H. K. & W. Dock Co., \$20 p. prem.

H. K. O. & M. S. Boat Co., \$11 prem.

Shanghai Steam Navigation, Tls. 20

China Coast St. Nav. Co., Tls. 102

Hongkong Gas Co., \$87

Hongkong Hotel Co., \$65

China Sugar Refining Co., \$180

Chinese Imperial Loan, \$108

Do, 1877, 2107

Temperature.

(Taken at Messrs. Falconer & Co's Premises,

Queen's Road.)

HONGKONG, October 26, 1878.

BALLOON—9 a.m. ... 30.108

Do, 2 p.m. ... 30.049

Do, 4 p.m. ... 30.049

Thermometer—9 a.m. ... 80

Do, 1 p.m. ... 82

Do, 4 p.m. ... 79

Do, (Wet bulb) 9 a.m. ... 72

Do, Do, 1 p.m. ... 74

Do, Do, 4 p.m. ... 82

Do, Minimum over night ... 77

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.

S. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. E. Davis, Acting Colonial Chaplain. Morning Service 11, Evening 4. Holy Communion on the first Sunday in the month.

Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m. Morning Prayer, &c. Holy Communion on the third Sunday in the month.

UNION CHURCH.—Morning Service, at 11 a.m., Afternoon, 6 p.m.—Divine Service in Chinese, 2-3 p.m. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Eitel.

ST. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson, Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the first Sunday in each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer.—Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Rev. W. Louis, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.

Daylight.—Hailong leaves for Swatow, &c.

MEMOS. FOR MONDAY.

Auction.

2 p.m.—Sale of Household Furniture, &c., at the residence of the late Mr. John Jack, No. 1, Lower Mosque Terrace.

General Memoranda.

THURSDAY, October 31:—

Noon.—French Mail leaves for Ports of Call and Europe.

FRIDAY, November 1:—

Noon.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

9 p.m.—Meeting of Zetland Lodge.

SATURDAY, November 2:—

11 a.m.—Tenders for Repairs, &c. of the Rope Store, will be received by the Naval Storekeeper.

MONDAY, November 4:—

Noon.—Chariton leaves for Port Darwin, &c.

TUESDAY, November 5:—

Brisbane leaves for Singapore, &c.

FRIDAY, November 16:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SURDRIES, NURSERY REQUI-

SITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water,

Gingerale, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufacture is under direct and

continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced

at 7.80 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, OCTOBER 26, 1878.

A RECENT number of our native con-

temporary at Shanghai, the Shen-pao,

contains an article strongly condemnatory

of the new opium regulations inaugurated

at Canton. As appearing in a news-

paper supposed to be published for the

personal, and in the interests, of the native

official class, the article in question is

a rather remarkable one. The Shen-pao

writes of these regulations as a clever

piece of jobbery on the part of a few

individuals, who, pretending to benefit

the public, gain a large profit for them-

selves. At least ninety per cent. of the

fees realized will, our contemporary as-

Portfolio.

THE SKIPPER'S BRIDE.
Oh! fair was the face of his promised bride,
As she stood on the deck by the skipper's side;
But the bloom on her cheek decayed and died
When the mariners, lifting the anchor, cried
"Heave, ho! though the winds blow,
The sailor must labour aloft and allow."

Then her lover, the skipper, so brave and bold
Smoothed back her beautiful tresses of gold,
And he kissed her lips that were wan and cold
While the song of the mariners loudly rolled,
"Heave, ho! though the winds blow,
The sailor must labour aloft and allow."

And he took one tress of her golden hair,
And he gave her a golden ring to wear,
And her young head fell on his bosom,
It lay in its sorrow and beauty rare,
"Heave, ho! though the winds blow,
The sailor must labour aloft and allow."

And again he kissed her and said, "Fare-
well,"
And the words from the lips of the skipper
fell
On the ear of the girl like the saddest
knell.

As it drops at eve from the passing bell,
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

Then she went ashore at the lighthouse pier,
And parted from him whom her soul held dear;
And she watched the ship o'er the waves
career,
Till it faded away in the twilight drear.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

And months went past and then news of grief
Was brought to shore that the "Royal Chief"
Had struck and sunk on a hidden reef,
And all had perished without relief.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

And we stood on the lighthouse pier that
night
And the skipper's maiden was there as white
As the crest of the wave in the moonbeams
bright,
And her eyes were lit with a strange wild
light.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

And while we stood on the lighthouse pier,
We saw the lights of a ship draw near,
And her hull was holed and her sails hung
sear,
And we heard a moan like a ghostly cheer.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

A ghostly cheer, and it rose again,
Like the bubbling crying of drowning men,
And we saw a shadowy crew, and then
We knew that they were not living men.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

Then the ship moved in till she touched the
pier,
And her hull was holed and her sails hung
sear,
'Twas the "Royal Chief," and a mighty fear
Whitened the face of each person there.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

And when we looked on that ghostly crew,
We saw those there whom we all well knew,
And white were their faces and wet with dew
And the light in their eyes seemed cold and
blue.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

And father and mother and sister fair
Beheld their relatives standing there,
And saw them beckon, but none would dare
To enter that spectral vessel there.
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

Then the skipper moved through the shadowy
troop,
And he took his place on the vessel's poop,
And he spoke aloud to our startled group,
And the tones that he uttered made all
heads droop.

Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

Quoth he, "I have sailed o'er a deep, dark
sea,
Where danger and death sweep wild and
free;
Through a fog and a mist that ye cannot see
I have come for my bride—will she come
with me?"

Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

Then spake the maid, "O'er the deep, dark
sea,
Where danger and death sweep wild and
free,
I will sail with my love, and its wave shall
be."

A pillow of rest for him and for me,
Heave, ho! though the winds blow,
The sailor must labour aloft and allow.

Then the skipper's maiden, so fair and white,
Flew to his spirit with wild delight;
And the ship moved off and faded from sight,
While we heard these words o'er the breeze
flit.

"Heave, ho! though the winds blow,
The sailor must labour aloft and allow."

—William Carleton (Australian).

AN IDLE WORD.

How inadvertently spoken, and yet how
frequently with serious and painful result!
How many hearts has an idle word
severed—how many broken?

For true it is that a thoughtless expres-
sion will make a breach between those that
fate, in its visitations, could not divide;
hearts that would have struggled together
through the storm of life, that would have
clung to each other for strength when its
buffeting had almost overwhelmed them—
that would have braved all the changes of
fortune, and still seen in their
unobscured love a gleam of brightness
through the blackest cloud.

And yet an idle word—one has sepa-
rated hearts like these.

The breath one made, others step in to
make it wider and wider; false pride, mis-
taken feelings, the sudden bitterness the
heart can feel even toward those it loves; all
the work of frailty; the distance impos-
sible to return, like the wrecked mariner,
they give up in despair, and sit down to
mourn over their fate, careless, it seems,
whether they live or die.

And this is not the romance of youthful
passion, though there is perhaps more
poetry in the early disappointments of

the heart than the more serious ones after
life produces.

No; it is witnessed in the experience of
every one; in the friendship of life, in the
family circles, in business, what misun-
derstandings, what ruptures, what bickerings,
strife, and irreconcilable differences have
arisen from one idle word! It may have
been spoken in jest, in a spirit of levity, in
an attempt to be witty, or it may have been
said innocently or inadvertently, with no
motive and no intent; and still, for some
cause of which you are totally ignorant, a
certain party applied the remark, and in a
moment a fire-brand was kindled.

Jokes are dangerous articles to play with.
A joker should understand their nature,
and the nature of his company well, before
he introduces them.

The man who labors to be witty loses his
breath, and is considered to have rather a
weak mind.

Never was there a truer sentence written,
and one which, view it in every way, must
result in the same conclusion, than "A
silent tongue showeth a wise head."

THE CALAMITY ON THE THAMES.

THE NUMBERS LOST AND SAVED.

A careful analysis of the numbers taken
on board and landed, which was laid
before the coroner on the 7th September
by Mr Hughes, solicitor to the company,
showed that, by the pier-master's return,
491 persons went on board at Sheerness,
and 491 left; that at Gravesend 81 landed
and 79 embarked, making a total, with
193 more were added, making a total, with
29 of the crew, of 652. But children under
six were admitted free, and there were a
considerable number of these; and children
under twelve were charged half fare, so
that two were reckoned as one adult in all
the returns. The coroner therefore adds
150 for children, bringing the total up to
802. To this reckoning Mr Wrench Towne,
the general manager of the company, re-
plies that the number given at Sheerness
was distributed between three steamers,
and that his own impression is that 550 to
580 was the outside number of those on
board, including the crew and the stewards.
It seems, however, to be quite certain that
all these official estimates are far under the
mark, since even that of the coroner has
been almost reached by the number of
persons actually accounted for.

About 150 have been saved; and, up to
Sept. 11, 591 bodies have been found. A
list of persons saved was handed in on
Sept. 11 to the coroner by Mr Hughes, who
is solicitor to the proceedings at the inquest.
The list was afterwards added to, and the
copy given below was increased by a few
names after the coroner's list. It gives 152
as the number of those saved. The addi-
tion of those found in the river to the
number of those thus reported to be saved
gives about 750 as the minimum number of
the passengers on board. Of the 107 bodies
buried as unidentified (some recognized
later being deducted), 63 were women, 26
men, and 28 children. Six of the latter
were infants. Of the other deceased, 489
have been classified. Of these, 193 were
women, 147 men, and 100 children. Taking
all the classified together, we have 135
women, 178 men, and 128 children; making
a total of 441. As the bodies recovered are
482 or 491 in number, there are, it will be
seen, 30 or 40 unclassified, owing to the
clerical errors in making up the classified
lists. An imperfect statement is the best
which is at present available. Its record
is sufficiently sad. No fewer than 126
little children, many of whom went on the
water by no choice of their own, perished,
in addition to about 200 women and 150
men.

RAISING THE WRECK.

With aid of the tide on Sept. 5 about
ninety feet of the stem of the *Princess Alice*
was placed high and dry upon the shore
just above Tripcock's Point, at a spot called
Margaret's Cove, where many passengers
might have been expected to be sheltering
from the night air when the accident
occurred, was almost clear of bodies. Five
only were found, one of these being so
tightly jammed in the banister of the stair
that the woodwork had to be cut away before
the leg could be extricated. In the fore-
castle, just abaft a water-tight compart-
ment at the bows, a place that is, ordinarily
speaking, reserved for the crew, no fewer
than seventeen bodies were found, the
majority huddled together under the table.
A man and woman were clasped in each
other's arms. A child was found close-
pressed in his mother's arms, his tiny
trumpet in one hand and angled in her hair,
his other hand clasping her neck. A well-
dressed lady was discovered holding fast
between her teeth a locket containing a
portrait and secured to her neck by a guard
that had in the last air-grip passed over her
ears; she wore gold earrings with red stones.

On Sunday evening the task of removing
the remainder of the vessel was commenced
by a party of forty men, under Mr Charles
Wood, the very skillful officer of the Thames
Conservancy. By midnight the wreck had
been placed close in shore and out of the
way of navigation; but the work was not
in a position to be thoroughly examined.
Some bodies had previously been found in
the saloon, amongst them that of a lady in
black, wearing kid gloves; and another,
also in black, with rings on her fingers and
golden ornaments at her wrist. During the
day a great many of the dead were recover-
ed from the river, making a total of 503.
At eight o'clock on the evening of Sept. 9
the number brought to the dockyard was
538. It was expected that many more
would have been found in the aftermath of
the vessel, but the lifting operations on the
9th were unsuccessful. The wreck was,
however, explored by divers without result,
and it was hoped that no great number of
bodies remained to be recovered; but, on
the other hand, it is thought that many
have been buried in the mud of the river,
and will never be found at all.

The stern of the vessel was safely brought
to land on Sept. 10, between the hours of
twelve and one, and the sundried portions
of the unfortunate vessel are now lying
close together on the western extremity of
the property belonging to the Conservancy,
and forming part of Woolwich Arsenal.
The several parts of the hull will probably
be broken up on the spot where they now
lie; the injury they have received being of
such a nature as to render it quite impos-
sible for them ever again to be put to any
nautical purpose. The whole of the wreck
has been surrendered by the Steamboat
Company to the Thames Conservancy.

As soon as the tide sank sufficiently to
allow the resumption of the search in the
second half of the raised vessel a body of
Thames policemen, together with some of
the crew from the lighters, made their way
into the cables and began the disagreeable
task. Some difficulty attended it, as the

for the condition of the inside of the wreck
was one of the greatest confusion. The
furniture was found, piled and locked to-
gether in quite an unaccountable way, and
the heaped-up tables and chairs effectually
frustrated any attempt to enter rapidly.
Every object, also, was clothed in mud,
which covered the floors to the depth of
more than three feet. One of the first to
make their way into the after-cabin said
that the whole place looked as if somebody
had been doing as much harm as he could
with an axe and hammer, and the descrip-
tion could hardly have been improved upon.
It was some little time before anything was
found of more importance than beer bottles
and glasses, but the searchers at last came
upon that which they would willingly have
avoided. In the ladies' cabin, where it had
probably been washed by the water, the
body of a man was discovered in an ad-
vanced state of decomposition. Soon after-
wards one of the lightermen, named John
Waterfall, came upon the corpse of a female
under a table in the after-cabin. The body,
though sadly disfigured, was evidently that
of a fine woman. The deceased had on a
green dress, a black jacket, and black kid
and spring-boots. Further search but too
quickly brought to light a third body, also
that of a woman, which lay buried in the
mud under a large pile of oilcloth. These
were the only bodies taken from the wreck.
The views of those who considered that the
disclosure of what the after-cabin contained
would add another 100 to the number
of the dead were therefore happily proved
wrong. In a brief space after the recovery
of the three corpses, the *Heron*, which has
had lately some ghastly duty to perform,
hove in sight, and having received her melan-
choly freight, steamed to the dockyard with
the bodies. After the discovery of the hu-
man remains, nothing of an eventful nature
occurred at the scene of the wreck. The
lighters, instead of being close together, as
on the previous day, had parted company,
two remaining near in shore, and two over
the spot where the lost boiler was lying.
As the day advanced the people began to
Woollwich boats were plying, as busily
as on any day since the catastrophe, be-
tween the pier and Gallion's Reach. So
inquisitive were many of the visitors that
the duties of the policemen stationed on
board the wreck to warn the too curious of
the shore hundreds of persons assembled,
among them being many women who were
content to stand motionless for hours get-
ting at the empty hull.

THE FUNERAL.

On Sept. 9 the funeral of a large num-
ber of the dead took place at the cemetery
at Woolwich. Nothing could exceed the
respect which was shown to the processions
as they passed along the streets. Shutters
were closed in all the streets; and the church
bells were tolling nearly all day.
The first funeral was announced to leave
the dockyard at ten o'clock, and punctually
at that hour the procession started. A
mounted constable led the way, and in the
capacity of chief mourners were the church-
wardens and overseers of Woolwich and a
deputation from the Local Board of Health.
Next came four ambulance wagons, con-
taining thirteen of the unidentified. All
along the route the streets were lined with
people. At the cemetery gates the *corpses*
were met by the Hon. and Rev. A. Anson,
rector of Woolwich, who, reading the pre-
scribed sentences, proceeded the bodies to
the graves, of which two hundred were
prepared. The coffins, which were cov-
ered with black cloth, and severally
bore a plate giving the number of
the body in the police books, were then
lowered into thirteen of the graves. The
rector addressed a few words to the crowd
on the suddenness of the accident. The
spectators, who included many mourners
that had not found their friends, displayed
great emotion. Before the first spadeful
of earth had been thrown upon the coffins,
a member of Mr Anson's congregation,
Miss Broughton, of New Cross, went to
every grave, one by one, and cast into it
sweet-smelling flowers, heartsease, fuchsias,
and geraniums. In the course of the day
eighty interments took place.
The sad task of burying the unlamented
dead was continued on Sept. 10, but
although the operations were on a much
smaller scale, the public sympathy main-
tained was in no wise diminished. The
funeral cortege was to have quitted the
dockyard at three o'clock, but the actual
departure took place an hour and a
quarter later. As on the previous day,
the procession was headed by a mounted
policeman, who controlled the traffic with
remarkable efficiency. It consisted of
army service transport wagons, three of
which contained four bodies each, while
the last bore five, including one child. As
it started the bell of the parish church
began to toll, thus adding to the solemnity.
Several hundred people had assembled
outside the dockyard gates to see the moun-
tained procession pass, but the crowd was not
so dense as on the 9th. Spectators lined
the streets for a considerable distance, and
vast numbers were visible at the windows
of houses, while shopkeepers evinced their
sympathy by partially closing their shutters.
A large concourse of persons—attracted no
doubt in some measure by curiosity—pro-
ceeded to the burial-ground, notwithstanding
the dusty condition of the road. The
cemetery, which is situated in one of the
most charming spots in Kent, and is laid
out with ornamental trees and shrubs, was
reached in little over an hour. The *corpses*
were then escorted by the Rev. E. T. Love,
curate of St. Mary's, Woolwich, to the top
of the hill, but the ceremony was delayed
for a few moments by another funeral—that
of a poor woman whose remains had been
identified, but whose friends had been
prevented by insufficiency of pecuniary
means from removing the deceased to Sheer-
ness. Although the burial of fifteen bodies
did not occupy more than half an hour, the
sight at the grave was one of deep impres-
sion. The dead and spectators, who conducted
themselves with the utmost decorum
throughout. They formed a large circle
around the grave, and as coffin after coffin
was lowered into its last resting-place many
an eye glistened with tears. Not a few
people took up positions on a high hill
overlooking the grounds, in order to ob-
serve what transpired.

On Sunday the disaster formed the sub-
ject of comment in thousands of pulpits in
town and country. In some churches the
prayers of the congregation were asked for
the souls of the souls of the faithful de-
parted who had perished.

THE INQUEST.

At the bodies of the drowned were found
in different justifications it was necessary
to hold several inquests.

The principal is that conducted by Mr
Carttar at Woolwich; but Mr Lewis is
also conducting an inquiry for Essex at
the schoolroom, Creek's Mount, Barking.
It was arranged, however, that he should
do no more than take formal evidence of
identification; and if, at the close of the
Kent inquest, the result should be satisfac-
tory to his jury, it will merely meet and
return a verdict of "Found drowned."

There is another inquest at Stepney, which
will take the same course.
After the inquest on Sept. 11 Mr Carttar
and the jury went on board a steamer at
the Woolwich Pier, and, followed by Mr
Samida's attorney, bearing the police
flag and carrying Superintendent Hindes
and others, proceeded to the spot on the
Kent shore, a little above the powder
magazine, where the two halves of the
wreck are beached. Both the vessels which
had brought the jury and the police down
to the spot were moored alongside the
steamer barges, on one of which was
Mr Wood, preparing to accomplish the last
work of lifting quite out of the mud and
water in which it was half-sunk the boiler
of the *Princess Alice*, a crane being in readi-
ness for the purpose. The juryman was
rowed in the police boat the short distance
from the barges to the after part of the
sundered vessel, which lies about sixty
yards from the fore half. By a little exer-
tion and some contact with the mud of the
unsavoury shore, the coroner and jury man-
aged to get on board, when they took a
brief survey of all that was to be seen.
That the vessel had been cut down on her
starboard side was so plainly evident that a
mere glance sufficed to show the fact; and
the next subject of remark was the thinness
of the iron plates, which were crumpled up
like an old kettle. Afterwards, having
thanked Mr Hindes for his attention, the
coroner re-embarked with the jury on board
their steamer, leaving the police launch to
return to Woolwich—and went on to view
the actual spot of the collision, placing
their vessel in the position, as nearly as
possible which must have been that of the
Princess Alice when she was struck. It was
eight o'clock—an hour nearly correspond-
ing with the time of the collision—when
the jury returned on shore.

DEPOSITIONS OF THE CREW.

It will probably be some days before the
coroner's jury at Woolwich begins to re-
ceive evidence as to the accident; but
various depositions have already been taken
on oath under the Merchant Shipping Act.
Capt. Harrison, of the *Bywell Castle*, has
made an affidavit to the effect that, in his
opinion, the cause of the casualty was the
Princess Alice improperly starboarded her
helm, and that it might have been avoided
if she had continued her course under port
helm.

Mr G. T. Long, the mate of the *Princess
Alice*, who has also embodied his statement
in an affidavit, adds—in his opinion, the
cause of the casualty was careless naviga-
tion on board the *Bywell Castle*, and it
might have been avoided if the *Bywell
Castle* had starboarded her helm when the
collision became imminent.

John Eyles, A.B., the helmsman, and
John Rand, look-out man on board the
Princess Alice, corroborated their mate,
Rand said—Arriving nearly at the top of
Halfway Reach, deponent observed the
Bywell Castle over the point, and reported to
the chief mate, "Steamer right ahead."
Engines were stopped. In a minute or
two engines were set ahead, helm was hard
starboarded, and a caution was given by
the master, "Mind the helm, on account
of set of ebb tide." The *Princess Alice*
answered her helm quickly and rounded
the point close to the powder magazine on
the south shore. The *Bywell Castle* was
then a little to the north of this vessel,
coming on with port helm. The master
halted the coming steamer to starboard
helm, stopped and reversed engines, but
the *Bywell Castle* coming on with stem
struck the *Princess Alice*.

Christopher Dix, the pilot of the *Bywell
Castle*, said that he observed the red and
masted lights of the *Princess Alice* over
Tripcock's Point; about three-quarters of a
mile distant. Deponent kept his course,
carefully watching the coming steamer.
After the *Princess Alice* rounded the point
her red and white lights were two points
on the port bow and nearly half a mile
distant. Deponent ordered his helm, which
at this moment had been steady, to be
slightly ported, which caused the vessel to
steer slightly towards the south shore.
When the vessels approached within about
a quarter of a mile of each other deponent
ordered the engines to be stopped, and
rounded his whistle. The *Princess Alice*
was still showing her red and white lights,
inclining slightly towards the north shore,
the *Bywell Castle* slightly inclining towards
the south shore. The *Bywell Castle* had
still way on, and when the *Princess Alice*
came to about 300 or 400 yards' distance
she showed her red and green lights quite
two points on the port bow. Deponent
ordered his helm hard astern, and put the
engines full speed astern. Loud shouts
were heard from the *Princess Alice*, and she
was hailed to port her helm. Suddenly
the *Princess Alice's* red light disappeared
and the green only was visible. A collision
became inevitable. In his opinion, the
cause of the casualty was the *Princess Alice*
improperly starboarded her helm, and it
might have been avoided by the *Princess
Alice* keeping her course on the port helm.

Other witnesses from the two ships have
given accounts similar to the above. Abrah-
ham Deane, master of the *Donnetts* barge,
who had witnessed the collision, states that
in his opinion it was caused by the *Bywell
Castle* porting her helm as she approached the
Princess Alice, and might have been
avoided if the *Bywell Castle* had kept her
course straight down stream a little north
of mid-stream. Joseph S. Barnitt, master
of the schooner *Ann Elizabeth*, also gives
it as his opinion that the cause of the casu-
alty was the *Bywell Castle* keeping on port
the helm when a collision became imminent,
and that it might have been avoided by the
Bywell Castle keeping a straight course
down river, and passing the *Princess Alice*
on the starboard side. The *Bywell Castle*
appeared to adhere too rigidly to the port
helm.

ENGLISH AND AMERICAN HOTELS.

(FROM AN AMERICAN CORRESPONDENT.)

So far as a general sense of outrage
and the sight of a big pile of English hotel
bills will permit, I am prepared to speak
disparagingly. Having become since the
financial collapse in California very much
of a philosopher, I am inclined to regard
the institutions of any country as the legi-
timate outcome of national wants and
popularities. Now one of your most
singular and incomprehensible peculiarities

is the love of privacy. You love to "keep
yourself to yourself," as you call it, and
carry this prejudice with you all over.
This love of privacy gives many hotels the
air of model prisons; the silence and the
gloom which overpread them are so de-
pressing. I will not go to the whole figure,
and say that there are no good hotels in
England; but they are few and far between.
Seeking a good hotel is rather like seeking
a good wife; and, as the late Mr Lincoln
used to say, "I am reminded" of a story
which neighbour Quackenbush is fond of
telling after his second cocktail. "Marriage,"
says Quackenbush, "is like putting your
hand into a bag containing ninety-nine
snakes and one eel. You may get the eel,
but the chances are against you." That is
so, and it is the same with English hotels.
They are some of them big things, and are
elegantly built and furnished. Perhaps
this may result from your contractors not
being so smart as our boys. Somehow
you get the stuff put into your big struc-
tures, and I guess you have not many re-
cords like that of the City Hall in New
York. It was a good idea to make your
railway depots into hotels, and is almost
clever enough to make one forget that,
with all your talk about comfort, you
have no such institution as Adam's
Express. It is pleasant to run a lo-
comotive right into an hotel, especially
if it is a good one like the Great Medway
Junction, a kind of work of art. The
Great Medway is quite an institution, and
if a traveller wanted to get an idea of an
ancient castle with all the modern improve-
ments laid on, he could not do better than
visit it. The general structure is according
to your A. I. Gothic architect, and the
interior is quite a sight, with its big fire-
places and fire-dogs, and ancient square-
cornered get-up generally. You can sleep
in a medieval hall in the best modern
style. After some thought, I have arrived
at the conclusion that a *gîte à la chevalière*
that I consumed in that house is about the
best hotel dish I have tasted in England.
You have also your very exclusive, your
high-and-dry family hotels, where you dine
in your own rooms in gloomy state, as if
you were assisting at the funeral of your
digestive organs. The dinners are not
good, but you have the satisfaction of
privacy and the pleasure of paying extra.
It is true that your waiters are respectful,
and have by long practice acquired the
habit of walking as silently as cats. If
you venture on a remonstrance about the
soup, the sole, or the mutton, you are
listened to—not insulted, as sometimes
happens in my great country, where the
proud stamp of the waiter's boot-heels
intimates that his vote is as good as your
own. Your drink, too, is good—that is so,
and although your port and sherry are too
heavy for Americans, your light wines are
A-1. But privacy and quietness are dearly
bought at the price of gloom. Every
operation is attended with awful solemnity,
and smoking, as a general habit, is kind of
sat upon. You feel that you are doing
everything with frills on, that the slightest
step will land you outside of the proprieties
and diminish your dignity in the eyes of
the servants. To figure it all up, your
hotels are made to suit you and nobody
else. They are English—very insular, and
as different from ours as a prayer-
meeting from the Derby-day. They are
full of good points in the way of quietness
and civility; but, as neighbour Quackenbush
remarks in his classical style—Quackenbush
has that fine old Roman, Quintus H.
Flaccus, at his fingers' ends—"Among the
sweets spring up the inevitable bitters."
They are steep in price. A few days ago, I
walked with a friend into a first-class hotel
at a watering-place. We "partook," as
your police-officers say, of luncheon; the
slimmest possible luncheon—two thin slices
of cold corned beef, two slices of bread,
three potatoes, and two tankards of bitter
ale. For this banquet we were taxed
seven shillings, assessed as follows: lun-
cheon five shillings, ale a shilling, attend-
ance one shilling. But this is the way
with English hotels; they are eccentric in
their ways and their charges. Their prop-
rietors are possessed with a one-horse idea
of going it heavy on extras. They begin
up soon after seven, with the appetite of a
cormorant who had bolted a bottle of
Angostura bitters. Being properly posted,
he began with a melon with pepper and
salt, and a few tomatoes cut up with on-
ion and onion, and then took kindly to
his hot rolls, his "Arabian bread," a slice
of Spanish mackerel, a bit of beefsteak, a few
eggs *au miroir*, a little broiled ham and
some fried potatoes, a state of smoked
meat and eggs, and a bowl of chicken-
broth, and a couple of poached eggs, tea, coffee,
and cakes. He walked down town
in high glee, and came up smiling to lunch,
making a happy havoc among the raw oysters
and the stewed oysters, the fried oysters
and the pickled oysters, the cold chicken,
ham, and tongue. At dinner he was again
to the fore, looking happy and hungry, but
I guess rather streaked at the bill of fare,
which included two soups, two fishes, seven
cold dishes, six *relishes*, ten entrees, seven
roasts, eighteen vegetables, nine varieties
of pastry, eleven kinds of fruit, lemon and
rum ice creams, and coffee. He was equal
to the occasion; beginning gently with
tomato soup, he next attacked the boiled
bass and the broiled whitefish, and after a
little boiled chicken and ham, fell upon the
entrees like a lion. He despatched in quick
succession fillet of beef larded, with mush-
room and oyster patties, sweetbreads with
green peas, lobster à la Valenciennes, and
rice birds in cases with champagne sauce;
then came the heavy artillery of roast mutton
with champagne sauce, roast turkey with
cranberry sauce, followed by roast veal;
at intervals my friend tasted at my solici-
tation sundry of our national vegetables, such
as green peas, baked and stewed tomatoes,
red beans, succotash, sweet potatoes, squash,
lima beans, and fried oysters. Through-
out this he worked heroically, but weakened
at the party, paying little or no attention
to the peach pie, the orange pie, the
"pumpkin pie," the sliced apple pie—we
are great on pie in my country—the puffs and
follies and dainties; but brightened up at
dessert among the grapes and raisins, Eng-
lish walnuts and American pea nuts, citron
melons, and raspberries water melons. He
pulled through, he did, and arrived at the
ice cream and coffee tired perhaps, but not
cloyed. As we did not get through dinner
till about seven o'clock, he had only time
to get a cup of tea and a slice of cake in the
tea-room before we went to bed. After
the theatre he showed up, but with dimi-
nished vigour, at supper among the cold
chickens and ham, the cold tongue, and the
oysters hot and cold, raw and fried; and
then owned up fair and square that no such
board and lodging could be got anywhere
else in the world for the same money—about
thirteen or fourteen shillings a day all told,
and very extra.—The World.

You arrive from China, Japan, or parts un-
known, and feel that the outfit of your clothes
and your hair is not up to New York
style; you can be fixed right off the reel.
You can have a bath and be shaved, get
your hair cut, your mountaineer dyed, your
eyebrows painted, and your ears syringed;
you can buy underclothing, shirts and
socks, cravats and gloves; you can get
yourself rigged out in a suit of clothes of
the latest fashion; you can put on new
boots and one of Melton's latest hats; you
can buy a bottle of perfume or a box of
Cockle's pills with equal ease—all without
setting your foot out of doors. You can
enter a chrysanthemum, and emerge a butterfly.
I had nearly forgotten the hotel cork.
This gentleman is a peculiar product of
American civilization; he is ever present
in the spacious office, and knows everything
from the price of stock to the moment
when the next train starts; he is Brad-
shaw, the A. B. C. of the Post-office London
Directory, Burke, Dobbert, and the Royal
Red Book—or their equivalents—all rolled
in one; he is prepared to take an interest
in you at once; he will take a charge of
your money, act as your banker or agent,
and pay for your parcels when sent C. O.
D.; he has seen every new play, and is pre-
pared to give you the benefit of his experi-
ence; he has read Uncle's last new novel,
and has heard the latest scandal down town
or up town; his appearance is majestic;
he is clothed in purple and fine linen; he
is "oiled and curled like an Assyrian bull,"
and wears a brilliant of the purest water in
his apologetic shirt-front. When you come to
see us always be other good terms with the
hotel clerk, for he is a power, and can make
or mar you. The great Fifty-Fifth Avenue
Hotel hardly shines as an architectural
triumph. There are folks who say—with a
sneer—that the author was inspired by a
vision of a whitewashed packing-case. But
then people don't live outside of hotels;
hotels, but inside them; and in our hotels
the guests do live on the fat of the land.
Yes, sir. There is a story told of an Eng-
lishman who arrived at the Fifty-Fifth
Avenue Hotel a few years ago, after a
rough passage over, feeling a powerful ap-
petite, he looked at the programme and
noted the hours for meals; he observed
that breakfast was served from seven to
eleven o'clock, lunch from one to two, din-
ner (à la carte) from two to five, dinner
(table d'hôte) at half-past five, tea from six
to nine, and supper from nine to twelve—
seventeen hours of copious refreshment.
With the brain of a general planning a
campaign, or of a London alderman fore-
casting his dinner by tiny dots and ticks on
the bill of fare, the new chum struck out
a plan of action. He was not a mean, but a
hard customer at a deal and thought him-
self bound to get the better of the hotel
proprietor. Well, he got up early; that is
one good point about our native hotels,
they encourage early rising; you are bound
to get up early, whether you like it or not.
—That's the fact. You may, when you first
arrive from Europe, try to carry out your
sleepy old-world notions of lying late in
the morning

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised June 7th 1878.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Canada, Brazil, India (including Ceylon, the Straits, and Aden), Japan, Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French, Danish, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are, the Australasian Group, Africa (except French, &c., Colonies), Newfoundland and Central America.

Postage to Union Countries.

General Rates, by any route—
Letters, 12 cents per ½ oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only—
Letters, 16 cents per ½ oz.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 6 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands—

	Via San Francisco.	Via St. Hampton.	Via Brindisi.
Letters,	22	28	28
Registration,	12	12	12
Newspapers,	4	6	6
Books & Patterns,	8	10	10

Aspinwall (N.B.), Bahamas, Guatemala (N.B.), Hayti (N.B.), Mexico (N.B.), Panama (N.B.), Salvador (N.B.), and Venezuela (N.B.)—

Letters,	16	34	38
Registration,	None.	12	12
Newspapers,	4	6	6
Books & Patterns,	6	8	10

Bolivia, Chili, Ecuador, and Peru—

Letters,	30	46	50
Newspapers,	6	6	8
Books & Patterns,	14	10	12
Registration,	12	None.	None.

Hawaiian Kingdom (N.B.), New Zealand—

Letters,	16	16	20
Registration,	12	12	12
Newspapers,	4	4	6
Books & Patterns,	8	6	8

W. Indies, (except as above) Costa Rica, Honduras, Monte Video, New Granada, and Nicaragua—

Letters,	34	38	
Newspapers,	4	6	
Books & Patterns,	8	10	
Registration,	8		

Australia, New Zealand, Tasmania, Fiji, Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12; Registration, 12; Newspapers, 2; Books and Patterns, 4.

* A small extra charge is made on delivery.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent via San Francisco.

LOCAL AND TOWN POSTAGE.

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction, 2 8 2 2

Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship, 4 8 2 2

Between the above by Contract Mail, 8 8 2 4

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows—
1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published at intervals of not more than 32 days, and

must be printed on a sheet or sheets unattached.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unattached, or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed, or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of printed maps, or of other publications, or otherwise in the case of books, prints, or papers in the case of pocket-books, &c., and in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. Samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles, only, may be posted enclosed in boxes, or bags of linen or other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., in bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the article.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as

the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain, flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples. Indigo cannot be sent to any place.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Miscellaneous Notices.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business. (See Postal Guide, par. 103.)

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unattached, the postage being then charged to the sender at least 10 cents.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the British Post Offices in China or Japan, as well as to Macao, Pak-hoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as handboxes, &c.); Glass, Liquids, Explosive substances, Matches, Indigo, Dyes, Iodine, Iodine, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the parcels against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted to the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Berne provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognized rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any to loose letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondences for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul-General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 5 cents.

Soldiers' and Sailors' Letters. Privates in H. M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Southampton, by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations—

1. Not to exceed half an ounce. No double letters are allowed.
2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.
3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities—
In the S.W. Monsoon.
The English Mail.
The French Mail.
In the N.E. Monsoon.
A Private Steamer a few days before the English Mail.
The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered) nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile articles should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorized to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coins, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eighteen pence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether it be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the value of the article of no value.

3. The limits of weight allowed are as follows—
Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 3 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PARCELS.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curious, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with shewing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, how ever, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon and Bangkok are requested to give notice to the Post Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

The Stamp Office being now provided with a 3-cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped hereafter in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

Money Order Regulations.

1.—Money Orders on the United Kingdom and the Straits Settlements are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows—
Orders on the United Kingdom.

Up to £2.....	18 cents.
" 25.....	36 "
" 50.....	54 "
" 100.....	72 "

Local Money Orders (including Straits Settlements).

Up to \$25.....	15 cents.
" 50.....	30 "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee have signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.

+ Local Orders on Shanghai are drawn at 2 per cent premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

POST OFFICE NOTICE.

Unclaimed Correspondence.

Oct. 25, 1878.

Letts. Paps. Letts. Paps.

Adkins, Mr	1	Lamerton, Henry	1
A. Fook	1	Larsen, Andrew	1
Almy, Capt.	1	1 Lewis, S.	1
Alexander, Harry	1	regd. Luys, Robt. R.	1
Almeida, Pío d'	1	Lee Koo Tsay	1
Amis, Wm.	1	Lock, Thomas	1
Anderson, C. E.	1	Lone, J.	1
Atak Mypan	1	Lumston, W.	1
Ayoon	1	regd. Luz, Ellarinda	1
Barrue, Mours.	1	regd. Mackenzie, Capt.	1
Baughman, G. E.	1	Martin, R.	1
Beal, Mrs.	1	Merriman, James	1
Beguin, Monr. J.	1	Moore, Mr	1
Berlonitz, Wm.	1	More, Miss	1
Bernard, Emile	1	Ellen Fane	1
Berry, Thos.	1	Neo Teing Siew	1
Black, Geo.	2	Paull, John	1
Blacklock, John	1	Patterson, Mrs. H.	1
Blacklock, Y. T.	1	Pembroke, Frank	2
Blackland, J. H.	1	Penfold, Miss	1
Broselow, L.	1	Pike, Mr	1
Brockenbush, J.	1	Richards, Samuel	2
Brook, Capt.	1	Richmond,	1
Brookling, A. C.	1	Anders	1
Brown, Camp-	1	Roche, John	2
bell, Sir	1	Rosendahl, P.	1
Bryde, Capt.	1	Ryan, Capt.	1
Bushnell, Saml. C.	1	1 Sam Wah	1
Bustanante y	1	Sams, W. F. B.	1
Bustanante y	1	Savio, Pietro	1
Butcher, J. B.	1	Shack, C. E.	1
Cheung Leong	1	Sheather, G. H.	1
& Co.	1	seaman	1
Clarke, Hugh	1	Stewart, Capt.	1
Clatland, Mons. J.	1	Stott, Rev. G.	1
Cross, Mrs. J.	1	Swinnery, F.	1
Cumbar, Caro-	1	Taffall, William	1
lina d'	1	Taylor, John	1
Dacfin, Fnd-	1	Tulpey, Cap. Fzd.	8
Dhite, Mousr.	2	Tanner, J. B.	1
Dumont, Mrs.	1	Thiel, John F.	1
H. L.	1	Thomson, Alex.	1
Evans, James S.	1	carpenter	1
Fook, Madam	1	Tongel, (Ohno)	1
Gast, John	1	1 Walsh, Jas.	1
Gast, A.	1	Ward, Mrs. E.	1
Garstin, Major	1	Weber, R. T.	1
E. C.	1	Whetton, Chas.	1
Gilkison, C. P.	1	Willberg, Ch.	1
Gomes, C. W. H.	1	Wilson, Rev. J.	1
Hannen, G.	1	Wing Lee, Mees.	1
Hill, Chas. E.	1	Wing On, Chong	1
Hong, Mr.	1	1 Wright, James	1
Howard, Mrs.	1	Young, T., Mr	1
Hules, Arthur	1		

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.

- Section.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Bombay	Brit.	740	Feb. 19	Kwok Acheong	Australian Ports	4th prox.
Charlton	Brit.	786	Oct. 21	Geo. R. Stevens & Co.	Yokohama	at daylight
China	Brit.	1036	Oct. 22	P. & O. S. N. Co.	Coast Ports	Tug Flying
Douglas	Brit.	864	Oct. 26	Douglas Laprak & Co.	Tamsui, &c.	at daylight
Fachoy	Brit.	117	Oct. 27	H. K. & W'pona Dock Co.		
Hailong	Brit.	153	Oct. 27	G. McRae		
Java	Brit.	277	Oct. 24	Douglas Laprak & Co.		
Kienchow	Brit.	886	Oct. 14	Stemmen & Co.		
Madagascar	Brit.	884	Oct. 21	Stemmen & Co.	Bangkok	
Norona	Brit.	884	Oct. 21	Stemmen & Co.		
Oceanic	Brit.	608	June 28	Kwok Acheong		
Olympia	Brit.	3707	Oct. 16	O. & S. S. Co.	Y'ham & S. F. elco	1st prox.
Pernambuco	Brit.	777	Oct. 23	Kwok Acheong	Swatow	at daylight
Quinta	Brit.	874	Oct. 26	Seoy Shing	Saloon	28th inst.
Rajanattianhar	Brit.	934	Oct. 16	Yuen Fat Hong	Bangkok	28th inst.
Sea Gull	Brit.	48	July 16	W. H. Ray		
Strathmore	Brit.	1565	Oct. 15	Wm. Pustau & Co.	S'apote and Penang	29th inst.
Sailing Vessels.						
Albyn's Isle	Brit.	864	Oct. 24	Rozario & Co.	New York	
Aldebaran	Brit.	398	Aug. 30	Vogel, Hagedorn & Co.	Bangkok	
Anton Gunter	Brit.	440	Oct. 2	Edward Schellhass & Co.		
Beethoven	Brit.	356	Oct. 6	Melchers & Co.	New York	
Benetator	Amer.	596	Aug. 2	Russell & Co.	Manila	
Bertha Marion	Brit.	539	Sept. 11	Meyer & Co.	Callao	
Bornoo	Amer.	738	Sept. 18	Chinese	New York	
Canton	Brit.	779	Sept. 18	Chinese		
Challenger	Brit.	589	Sept. 24	Kin-ye-joong		
Chamnon Kamreye	Brit.	480	Sept. 24	Edward Schellhass & Co.		
Channel Queen	Brit.	609	Sept. 24	Rozario & Co.		
Chocula	Brit.	284	July 18	W. H. Ray		
Commissary	Brit.	900	Oct. 23	Meyer & Co.		
Cosmo	Brit.	1220	Sept. 1	P. & O. S. N. Co.		
Dartmouth	Brit.	915	Aug. 6	Vogel, Hagedorn & Co.	Singapore	
Dharwar	Brit.	1300	Aug. 17	Gibb, Livingston & Co.	Hamburg	
Dirigo	Brit.	684	July 14	Vogel, Hagedorn & Co.		
Don Quixote	Amer.	1128	Oct. 15	Melchers & Co.		
Drummond	Brit.	976	Oct. 15	Melchers & Co.		
Elizabeth Nicholson	Brit.	904	Oct. 17	Bornes Co., Limited		
Emulation	Brit.	890	Oct. 24	Chinese		
Fabius	Brit.	650	Sept. 24	Chinese		
Fleetwing	Amer.	829	Oct. 17	Butterfield & Swire		
Fontenay	Brit.	635	Oct. 10	Arnold, Karberg & Co.	Singapore	
Fusilier	Brit.	404	Sept. 24	Melchers & Co.		
George Skolfield	Amer.	1813	Sept. 19	Arnold, Karberg & Co.		
Geisus Brown	Brit.	402	Oct. 21	Wm. Pustau & Co.		
Glamis	Brit.	1150	Sept. 17	Russell & Co.	Yokohama	Cor'tan Dock
Hammonia	Brit.	408	Oct. 10	Stemmen & Co.		
Herat	Brit.	1400	Sept. 19	Jardine, Matheson & Co.		
Highlander	Amer.	1852	June 10	Captain		
Hopgrip	Brit.	522	Sept. 8	Rozario & Co.		
Imperatrice Elizabeth	Aust.	1628	Sept. 20	D. Musso & Co.		
Imperial	Amer.	1294	Sept. 24	Douglas Laprak & Co.		
India	Brit.	404	Sept. 10	Wiel & Co.	Alexy	Sand's Slip
Iphegenia	Brit.	404	Sept. 10	Wiel & Co.	Hamburg	Cleared
Japan	Brit.	270	Sept. 10	Meyer & Co.		
Kim Yong Tye	Brit.	829	Sept. 18	Tack Mee	Saloon	To-day
Kirkland	Brit.	453	Oct. 4	Wiel & Co.		
Leucadia	Brit.	896	Sept. 19	Adamson, Bell & Co.		
Lizette Perry	Brit.	1122	Aug. 26	Russell & Co.	New York	
Lord Macaulay	Brit.	848	Oct. 7	Wm. Pustau & Co.		
Louis	Brit.	245	Oct. 17	Edward Schellhass & Co.		
Lucky	Brit.	424	Sept. 30	Tack Mee		
Malina	Brit.	479	Oct. 21	Wiel & Co.		
Marina	Brit.	350	Oct. 8	Wiel & Co.		
Mary Fraser	Brit.	693	Oct. 19	Wm. Pustau & Co.	New York	
Malrose	Amer.	174	Aug. 11	Vogel, Hagedorn & Co.		
Min-y-don	Brit.	1108	Sept. 10	Captain		
Moneta	Brit.	621	Aug. 13	Gibb, Livingston & Co.		
N. N.	Brit.	176	Oct. 21	Orde	Macassar	
Niagara	Brit.	691	Oct. 11	Wiel & Co.		
Nicolaus	Brit.	127	Oct. 10	Arnold, Karberg & Co.	Newchwang	put back
Northern Star	Brit.	327	Oct. 10	Wiel & Co.	Newchwang	K'loon Dock
Pandur	Brit.	596	Sept. 13	Meyer & Co.		
Penrith	Brit.	549	Oct. 24	Melchers & Co.		
Philippine	Brit.	301	Sept. 29	Wiel & Co.		
Ralph M. Hayward	Amer.	605	Sept. 21	Meyer & Co.	Saloon	
Rifeman	Brit.	718	Oct. 25	Chinese		
Siamese Crown	Brit.	534	Sept. 28	Tack Mee		
Sir Charles Napier	Brit.	1161	May 27	Vogel, Hagedorn & Co.	London	
Spartan	Amer.	100	Sept. 23	W. H. Ray		
Spinaway	Brit.	325	Oct. 16	Stemmen & Co.	Freemantle	Wanchai Pier
St. Idem	Brit.	388	Oct. 26	Carlowitz & Co.		
Sumatra	Amer.	1080	Sept. 5	Russell & Co.		
Ta Lee	Brit.	345	Oct. 26	Stemmen & Co.		
Thoon Kramom	Brit.	474	Oct. 7	Stemmen & Co.		
Three Brothers	Brit.	367	Oct. 18	Chinese		
Taku	Brit.	268	Oct. 11	Stemmen & Co.	Newchwang	Sand's Slip
Varuna	Brit.	408	Oct. 11	Wiel & Co.	Newchwang	K'loon Dock
Verona	Brit.	608	Oct. 24	Order		
Vesta	Brit.	308	Oct. 2	Melchers & Co.		
Vesta	Brit.	417	Oct. 16	Stemmen & Co.		
Vidal	Brit.	684	Sept. 16	Wm. Pustau & Co.	Europe	Sand's Slip
W. B. Gladstone	Brit.	684	Sept. 16	Wm. Pustau & Co.		
China	Brit.	649	Oct. 25	Stemmen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Froga	German	corvette	1088	8	1700	Oct. 16	Von Northitz
Frodo	British	gun vessel	592	4	100	Oct. 14	A. E. Dupuis
Haydamack	British	man-of-war	1100	...	...	Oct. 12	Tieroff
Magpie	British	gun vessel	774	8	160	Oct. 3	W. M. Lang
Messance	British	military hospital	2691	...	...	...	...
Nassau	British	surveying vessel	877	4	150	Oct. 10	R. H. Napier
Ranger	U. S.	gun vessel	541	5	600	Sept. 12	H. D. Manley
Sheldrake	British	gunboat	...	4	60	Oct. 16	J. B. Hays
Swinger	British	gun vessel	408	2	60	Oct. 24	O. P. Tudor
Victory Emanuel	British	Commodore's flag-ship	3087	20	...	...	Commodore Watson
Vigilant	British	despatch vessel	856	2	250	Oct. 11	William M. Annesley

FOOCHOW SHIPPING IN PORT.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Antislave	for London						
Olivergamahire	for Nagasaki						
Hobe	British schooner						
J. Bremer	German schooner						
Palma	for Newchwang						
Victory	for Cheloo						
W. Siegfried	for Falmouth, F. O.						

SHIPPING IN SHANGHAI HARBOUR.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Brigadier Castle	for New York						
El Dorado	British						
Flora McDonald	British						
Hao-tai	Chinese						
Hao-shin	Chinese						
Hway-thet	Chinese						
Huang-ching	Chinese						
Huang-pian	Chinese						
Kiang-teen	Chinese						
Kiang-wao	Chinese						
Kiang-yue	Chinese						

MECHANICAL STEAMERS.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Kokonyo Maru	Japanese						
Lee Yuen	Chinese						
Loudoun Castle	British						
Maharajah	British						
Nisam	British						
Orissa	British						
Paokong	British						
Sarpodon	British						
Tunin	British						
Tabyew	Chinese						
Taku	British						
Tao-tie-fung	American						
Tokio Maru	Japanese						
Tung Ting	Chinese						
Y-chetie	Chinese						
Yang-tai	Chinese						
Yehin	Chinese						
Yungching	Chinese						
Yungling	Chinese						

SAILING VESSELS.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Chihaya Maru	Japanese						
Ching Tah	Chinese						
Cutty Sark	British						
Gold Hunter	British						
Golden State	American						
Halton Castle	British						
Haydn Brown	British						
Inverness	British						
J. R. Worcester	British						
John Nicholson	British						
John Phillips	British						
Katie Frickings	American						
Kin-sun-hwat	Chinese						
Martha	British						
Nourmahal	British						
Salams	British						
Slam	British						
Silver Eagle	British						
Stephond	British						
Star Queen	British						
Sumatra	British						
Thermopylae	British						
Thomas Brown	British						
Val de Rith	British						

MECHANICAL STEAMERS.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Almatta	American						
Anna Camp	American						
Black Adice	American						
Cabon Harrison	American						
Charles Holmes	British						
Charron Watson	Chinese						

HONGKONG MARKET PRICES.

Corrected to Saturday, Oct. 26th, 1878.

At 1120 Cash per Dollar Mexican.

Butcher Meat.			
Bacon, English, . . . lb.	450	400	來路烟猪
" Ame. Sugar cured, . . .	250	220	花旗烟猪
" Foochow, . . .	200	180	福州烟猪
Beef, sirloin and prime cut, cy.	170	160	尾龍扒肉
Beef Corned, . . . catty	140	130	鹹牛肉
" Roast, . . .	160	140	燒牛肉
" Soup, . . .	100	90	湯牛肉
" Steak, . . .	160	140	牛腰把
Bullocks' Brains, . . . per set	50	40	牛腦
" Tongue, fresh, each	310	280	牛脚
" " corned, . . .	30	280	牛脚
" Head, . . .	500	450	鹹牛頭
" Heart, . . .	140	130	牛心
" Hump, Salt, . . . catty	150	140	牛肩
" Feet, . . . each	50	40	牛腰
" Kidneys, . . .	60	50	牛腰
" Tail, . . .	110	100	牛尾
" Liver, . . . catty	80	70	牛肝
" Tripe (undressed), catty	60	50	牛肚
Calves' Head and Feet, set	600	500	牛頭脚
Hams, American, . . . lb.	390	300	花旗火腿
" Chinese, . . .	220	200	金華火腿
" English, . . .	350	320	來路火腿
Mutton Chop, . . .	170	160	羊牌骨
" Leg, . . .	170	160	羊腩
" Shoulder, . . .	150	125	羊手
Pigs' Chitlings, . . . catty	60	50	猪臟
" Feet, . . .	90	80	猪脚
" Fry, . . .	100	90	猪頭
" Head, . . .	80	70	猪頸
" Heart, . . . each	50	40	猪心
" Kidneys, . . .	80	70	猪腰
" Liver, . . . lb.	100	90	猪肝
Pork, Chop, . . . catty	150	140	猪牌骨
" Corned, . . .	140	130	鹹猪肉
" Leg, . . .	150	140	鹹猪
" Fat or Lard, . . .	110	100	猪油
Sheeps' Head and Feet, set	400	350	羊頭脚
" Heart, . . . each	50	40	羊頭
" Kidneys, . . .	80	70	羊腰
" Liver, . . .	140	130	羊肝
Suckling Pigs, . . .	\$2.25	\$1.50	猪仔
Sweet Bread, . . . catty	130	120	牛核
Veal, . . .	140	130	牛仔
Poultry.			
Capon, . . . catty	250	180	鹹鷄
Doves, . . . each	100	90	鴨
Ducks, . . . catty	110	100	鴨
Eggs, Hen, . . . doz.	100	—	雞蛋
Fowls, . . . catty	160	150	鷄
Geese, . . .	150	140	鷄
Partridges, . . . each	320	300	鷄
Pheasants, Canton, live, pair	\$1.75	1.50	省城山雞
Pigeons, . . . each	140	130	白鴿
Quail, . . .	120	110	白鴿
Rabbits, live, Canton, . . .	750	700	省城兔
Rice Birds, . . . doz.	200	180	省城雀
Snipe, . . . each	110	100	禾沙
Teal, . . .	50	40	水鴨
Turkeys, Duck, . . . catty	500	400	火鷄
" Hen, . . .	350	300	火鷄
Fish.			
Bombay Ducks, . . . per hundred	400	300	肚魚
Bream, . . . catty	90	80	魚
Carp, . . .	110	100	魚
Catfish, . . .	80	70	魚
Codfish, Salt, . . .	160	—	鹹魚
Crabs, . . .	110	60	蟹
Cuttle Fish, . . .	120	110	魚
Dace, . . .	100	90	魚
Dog Fish, . . .	60	50	倒沙
Kela, Congor, . . .	70	60	海鰻
" Fresh water, . . .	120	100	淡黃鱔
" Yellow, . . .	120	110	黃鱔
Pike Fish, . . .	90	80	刺皮
Fresh Fish, Large, . . .	160	150	大鮮魚
" Small, . . .	80	70	鮮魚仔
Yong, . . .	160	140	田魚
Garoupa, . . .	170	160	石斑
Gudgeon, . . .	110	100	白哈
Gurnard, . . .	110	100	紅角
Haddock, . . .	80	70	黃美
Hardrock, fresh, . . .	60	50	黃澤
" smoked, . . . box	\$1.00	—	烟黃
King Crab, . . . each	120	100	生蟹
Live Fish, . . . catty	120	120	生魚
Lobsters, . . .	140	130	龍蝦
Mullet, . . .	100	90	鹹魚
" Rod, . . .	120	—	鹹魚
Oysters, . . .	160	150	生蠔
Parrot Fish, . . .	110	110	鰭魚
Perch, . . .	80	70	頭魚
Pike, . . .	120	120	鹹魚
Plaice, . . .	100	90	花破
Pomfret, White, . . .	110	100	白鰻
Pomfret, Black, . . .	100	90	黑鰻
Trout, . . .	120	110	鱒